

**Cornwall Local
Development Framework**

Framweyth Omblegya
Teythyek Kernow



Planning Future Cornwall

Infrastructure Planning: Town Framework Evidence Base Paper

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Infrastructure Planning – Town Frameworks

Work is underway to assess how growth within the town framework towns will impact on existing infrastructure, and these profiles have been prepared as a key part of the evidence base. Work is ongoing to identify all potential impacts on the towns and this is the first version of a 'living document' that will be updated as more information is made available.

Caveat – please be aware that this is initial information on infrastructure planning in the town framework towns. The following schemes have been identified as being planned or proposed, but there are many other area wide and county wide projects that are planned and proposed that will have an impact on infrastructure in the town framework town areas. As more detail about these area wide/county wide schemes emerges, these will be added to these profiles.

The following towns are included within this document:

- Bude, Stratton & Poughill (page 2)
- Camborne, Pool, Illogan & Redruth (page 6)
- Falmouth & Penryn (page 10)
- Hayle (page 14)
- Launceston (page 18)
- Liskeard (page 22)
- Newquay (page 26)
- Penzance & Newlyn (page 31)
- Saltash (page 35)
- At Austell, St Blazey, Fowey & Lostwithiel and China Clay Areas (page 39)
- St Ives & Carbis Bay (page 44)

Bude, Stratton & Poughill

Fundamental to the future regeneration/growth of the Bude area will be its supporting infrastructure. Work is on-going to understand the impact of the proposed growth and what mitigation will be required. In the interim we are looking at the implications of around 900 new dwellings being provided – this is unlikely to be the final figure - and in using this figure it will help us plan infrastructure up to or beyond the Core Strategy timeframe.

Transportation: Assessments are being undertaken to assess the impact of the growth proposals on the highway network. This work will assist in identifying where potential problems will occur and will form the basis of developing the transport strategy for Bude that will support the predicted levels of housing and employment growth.

Bude's highway network currently runs within capacity. Moderate congestion can be witnessed in the evening peak travel time at the Hillhead Junction, where the A39 meets the A3072 Stratton Road. Traffic levels also increase during the summer months which leads to more localised congestion. With the levels of growth proposed for the town, congestion is likely to be experienced at some of the junctions if no mitigation measures are put in place. These junctions include Bencoolen Road and The Strand junction; the A3072 Stratton Road and King's Hill where they meet Bencoolen Road; Hillhead Junction and at Skitches Corner.

The transport measures that will be brought forward as part of a comprehensive transport strategy for the town will be based on the policies set out in Connecting Cornwall: 2030. Connecting Cornwall is the third Local Transport Plan for Cornwall and sets out a 20 year transport vision to align with the Core Strategy. The overarching principle in Connecting Cornwall is the need to support a switch to more sustainable modes of travel such as bus and walking and cycling thus relieving pressure on the highway network.

In terms of transportation the following intervention measures may be required or are already planned:

- Highway network - Improved capacity at the A39 Skitches Corner and the A39 Hillhead junction will be achieved through traffic engineering schemes that are committed in the current Connecting Cornwall: 2030 Implementation Plan. The Skitches Corner junction has a difficult right turn due to limited visibility and a range of options to improve the safety and capacity issues will be assessed. In addition, improved pedestrian access will be a key element of the proposed improvements for the Skitches Corner junction to aid safer access to the local primary school.
- Sustainable travel - Encouraging more people to make trips by bus is central to the Connecting Cornwall strategy and will be key to mitigating the impact of growth in the towns. High quality vehicles, good connections with other transport modes and real time information will also form part of the bus network improvements that will support the proposed growth. In the longer term, there is an aspiration set out in Connecting Cornwall to deliver a seasonal bus based Park and Ride scheme in Bude to help alleviate congestion associated with the summer traffic and to support economic prosperity. The plan also sets out the intentions to deliver a town wide walking and cycling network which will encourage people to make shorter journeys by more sustainable and active modes of travel.

- Demand management – Supporting a switch from the private car to public transport, walking and cycling will require a review of the parking stock in the town and particularly the balance of long and short stay spaces. Robust residential and employer travel plans will be integral to achieving modal shift.

The measures set out above will be tested as part of the transport strategy development once the growth levels and locations are confirmed. While solutions could be delivered at the junctions to help mitigate the impact of growth, it will be essential that these are delivered in conjunction with a switch from the private car use to more sustainable forms of transport in order to ensure that conditions do not deteriorate significantly from what is experienced today.

Primary Education: Bude Infant, Bude Junior and Stratton CP are the primary schools serving the Bude town area. They currently have the capacity to accommodate 662 pupils. Numbers on roll have seen a significant increase in recent years and Local Authority pupil population forecasts indicate that this will continue with no surplus places forecast for 2014. It is estimated that the proposed development (i.e. 1 primary age pupil per 9 new dwellings) will raise the number of primary school age pupils by about 100. Phase 1 of a capital scheme to meet short- to medium-term demand for primary school places in the area has recently been undertaken which has expanded Stratton Primary School by 4 classes and thus provides an additional 120 places from September 2011. Should development continue beyond the scale proposed, the Authority has plans for a Phase 2 scheme which would expand the school further by an additional 4 classes in the longer-term; it should be noted that capital funding will need to be secured for this.

Secondary Education: Budehaven Community School has the capacity to accommodate 1,304 pupils and is currently operating above this. However, in line with the general trend across the county for a fall in secondary pupil numbers, forecasts predict the school could have a surplus of almost 90 places (7% capacity) by 2014. It is anticipated that the proposed housing development (i.e. 1 secondary age pupil per 9 new dwellings) could be accommodated within existing provision – at least in the short to medium term - given the trend in falling secondary school rolls. However, longer-term options for expansion may need to be sought once more certainty on the scale and distribution of growth is achieved.

Specialist & Safeguarding: this encompasses special education needs, disability and Inclusion; social work and family support. A need has been identified in the East of Cornwall (Bude, Launceston and Caradon Community Network Areas) for:

- A Nurture unit
- A support department for the hearing impaired
- A Short Stay School
- A Special School
- Play facilities for disabled children

Water Supply: Residents in the Bude area fall under the Roadford Strategic Supply Area. Generally, the proposed levels of growth are able to be accommodated within existing clean water supply systems.

Sewage: A waste water treatment work for Bude is located just outside the town. The level of development proposed is likely to require upgrades to the waste water treatment works and improvements to some drains in the town as there are already blockages being experienced. There are local concerns particularly in relation to storm overflows. Further work is underway to explore possible options.

Gas: Properties in Bude have access to a mains gas supply network. Information is currently unavailable on how the proposed levels of growth will impact on gas supply, and further work is underway.

Electricity: One 11kV/33kV electricity sub-station is currently located at Stratton, and this is connected via a 33kV line to the 33kV/132kV substation at Pyworthy which is on the 275kV/400kV main line ring circuit. Information is currently unavailable on how the proposed levels of growth will impact on electricity supply.

Drainage and Flood Risk & Mitigation: In terms of drainage, flood risk & mitigation, the following studies/works are proposed or planned:

- Bude Canal Sea Defence refurbishment
- Bude Breakwater refurbishment
- Crooklets Beach Sea Defence refurbishment
- Summerleaze Dune Management works
- Berries Avenue Culvert replacement
- Bude Weir refurbishment
- Bude flood defence refurbishment project
- Flexbury

The Council is continuing to work with the Environment Agency and South West Water to further assess what flood risk mitigation, surface water drainage, foul drainage and treatment infrastructure would be required.

Green Space: Studies¹ have shown that the quality of publicly accessible green space in Bude is generally good. Local provision standards proposed as evidence for the ex District Council Local Development Framework (not adopted) indicate that there is a good level of provision with the exception of allotments & community gardens. Work is underway to record all green spaces across Cornwall and to produce Cornwall wide standards of provision.

Healthcare: It is estimated that at least one additional GP might be required to cater for the growth in population (i.e. approximately 1 doctor per 1800 people – national standard). Enhancements to Stratton Hospital have recently been completed. Work is underway to check that the GP surgeries have the physical capacity to provide additional services, or if additional surgeries will be required. Work is also on-going to understand the additional dental services that would be required.

Historic Environment: In terms of the historic environment the following schemes are planned or proposed:

- Major heritage at risk- Maer
- Ports and Harbours study – Bude
- Townscape Heritage Initiative - Bude
- Conservation Area Designations and appraisals
- Medieval settlement/urban development study for Bude

Leisure Facilities: Bude is not currently identified as an area that has issues with access to most leisure services (swimming pools, sports halls, health & fitness facilities, synthetic turf pitches) but is outside of the drive time catchment for access to indoor bowling facilities. The Bude Sea Pool and Budehaven Leisure Centre are identified as facilities where the Council is working with local organisations to enable them to take on their management.

¹ North Cornwall District Council (2008) Community Facilities Survey: Open Space, Sport & Recreation.

Regeneration: schemes include a proposal to relocate and redevelop land at Higher Wharf.

Burial Capacity: there is concern locally about capacity for burial and crematoria capacity. Work is underway to assess burial capacity across Cornwall and this is likely to be concluded by the end of 2011. Capacity for crematoria is considered to be able to cope with demand for the whole of the CS timeframe (i.e. to 2030)

Camborne, Pool, Illogan & Redruth

Fundamental to the future regeneration/growth of the Camborne, Pool, Illogan & Redruth area will be its supporting infrastructure. Work is on-going to understand the impact of the proposed growth and what mitigation will be required. In the interim we are looking at the implications of 6,500 new dwellings being provided – this is unlikely to be the final figure - and in using this figure it will help us plan infrastructure up to or beyond the Core Strategy timeframe.

In terms of transportation the following infrastructure may be required or is already planned:

- Roads – An 'East West Link Road' is proposed between Camborne (junction next to Tesco) through to the edge of Redruth (next to Barncoose Hospital) – at the time of writing a bid had been submitted to the Department for Transport for the remaining funding required; this scheme would take future pressure off of the A3047 by providing an alternative route between Camborne and Redruth. Work is also planned to increase the capacity of the A30 junctions early in the New Year. A new access through the Cornwall College site has just been constructed which will reduce the traffic seeking to access on to East Hill junction. Whilst there are also general highways maintenance, highways footpath and highways drainage schemes.
- Bus schemes – to look to improve the quality of the bus service, including better waiting facilities; Real Time Passenger Information etc. In addition, the Council will look to work with the bus companies to see how bus network can be revised or added to, to incorporate new areas of development.
- Walking & cycling – There is an aspiration to improve the walking and cycling network with Camborne, Pool, Illogan & Redruth, to both improve the network within the urban area, particularly to key destinations such as the town centres, schools, employment sites etc; as well as improve link out into the wider countryside. Some projects already in the pipeline include improvements to walking and cycling routes along the A3047 to Roskear Estate; extend the Minerals Tramways route north of Redruth; and a longer term aspiration is a footbridge across the A30 connecting the Tolvaddon Energy Park and Pool.

Primary Education: Illogan, Pennoweth, Rosemellin, Roskear, St John's RC, St Meriadoc CE Junior, St Meriadoc CE Infant, Treleigh, Treloweth, Trevithick, Trewirgie Junior, Trewirgie Infant and Weeth are the primary schools serving Camborne, Pool, Illogan & Redruth. They currently have the capacity to accommodate 3,580 pupils. It is estimated that the proposed development (i.e. 1 primary age pupil per 9 new dwellings) could raise the number of primary school age pupils by about 720 although it is recognised that changes in demographics might result in a lower level of demand – further work on the true demand is to be undertaken. Options are being considered to increase capacity in Camborne, Pool, Illogan & Redruth in the short term by increasing capacity at existing primary schools, where feasible. A review of capacity for the longer term will be undertaken once growth proposals for the area are identified; initial indications are that a new primary school will be required, a site for the school has already been earmarked within the Tuckingmill area, which will provide for the eastern edge of Camborne and many of the development proposals within Pool.

Secondary Education: Camborne Science & Community College, Pool Business & Enterprise College and Redruth School are the three secondary schools serving the town, with a combined capacity to accommodate about 3,890 pupils. In line with the general trend across the county for a fall in secondary pupil numbers, forecasts

predict the schools could have a combined surplus of almost 700 places by 2014. It is estimated that the proposed development (i.e. 1 secondary age pupil per 9 new dwellings) will raise the number of secondary school age pupils by about 720. It is anticipated that pupils generated by the proposed housing development could be accommodated within existing provision, although it is recognised that more of the housing growth is proposed for Camborne, so greater pressure may be placed on this school. However, a review of capacity for the longer term will be undertaken once growth proposals for the area are at a more advanced stage.

Specialist & Safeguarding: this encompasses special education needs, disability and Inclusion; social work and family support. A need has been identified in the area for:

- A nurture unit to support children with challenging behaviour at Key Stages 1 and 2
- Expansion of provision at Nine Maidens for Key Stages 2, 3 and 4 for children with challenging behaviour
- A resource base to support children with severe and complex learning difficulties at Key Stages 3
- Short stay school for 14-19 students linked to main colleges
- Replacement of Curnow Special School
- New play facilities for disabled children within the Aiming High agenda
- Co-location premises for family support
- Replacement of social work contact centre.

Post 16 education including higher education: Camborne College and Redruth School provide some post 16 education in the Camborne, Pool, Illogan & Redruth area. Cornwall College provides for both further and higher education and they have ongoing aspirations to improve their facilities on their existing site.

Water Supply: Residents in the Camborne, Pool, Illogan & Redruth area fall under the Colliford Strategic Supply Area. Generally, the proposed levels of growth are able to be accommodated within existing clean water supply systems.

Sewage: Waste water treatment works for Camborne, Pool, Illogan & Redruth are located just outside the town. This area has been chosen as one of the pilot studies looking at integrated drainage solutions with the Environment Agency and others. There are several hydraulic overloads in the area related to blockages or by too small a size of sewer. This area is likely to require some big solutions, and those proposed so far include large storage tanks and upgrades to sewer size, and this is likely to mean major disruption. However, the area is also already utilising a Surface Water Management, which as described above, will help to reduce the scale of the solutions required.

Gas: Properties in Camborne, Pool, Illogan & Redruth have access to a mains gas supply network. Previous consultation with the service provider suggested that no additional strategic infrastructure will be required, but some localised reinforcement work would be required relating to individual developments. The Council plans to continue to work with the service provider to ensure an appropriate gas supply is planned for and implemented.

Drainage and Flood Risk & Mitigation: In terms of drainage, flood risk & mitigation, a CPIR Surface Water Management Plan has been prepared which looks to address how future development does not allow rain water to use the drainage system, instead being attenuated on the surface and directed back into the

watercourse in a controlled manner. As well as reduce the need for new drainage systems, it will also help to ease pressure in existing problem areas by freeing up capacity from water that naturally entered the drainage system. Work has also been undertaken to assess the requirements and solutions for future development on the Redruth Brewery site – through the Redruth Corridor/Brewery flood management scheme

The Council is continuing to work with the Environment Agency and South West Water to further assess what flood risk mitigation, surface water drainage, foul drainage and treatment infrastructure would be required.

Electricity: Four 11kV/33kV electricity sub-stations currently serve Camborne, Pool, Illogan & Redruth, and these are connected via a 33kV line to the 33kV/132kV substation at Camborne which is on the 132kV ring circuit below Indian Queens. This 132kV ring circuit is recognised as requiring replacement and upgrade to a 400kV within the next ten years. Past consultation with Western Power indicated that a further substation is likely to be required to enable all of the proposed development to come forward, but the timing and location will require further work with Western Power. The Council is also working on opportunities to deliver decentralised renewable or low carbon energy sources to both existing and proposed developments. The first of which, the Pool Energy Centre, is being taken forward and is proposed to be located within the Dudnance Lane site.

Green Space: Studies have shown that the quality of publicly accessible green space in Camborne, Pool, Illogan & Redruth is generally low and there are deficiencies in the amount of sports pitches and play space. As a result, the quality of the existing facilities needs to be improved whilst providing additional space to cater for the growth in population – which could be in excess of 20 ha of new space. Furthermore, in association with the sustainable transport proposals, there is an aspiration to improve the accessibility to the new and improved open space. Furthermore work is being undertaken by the Council to develop a Green Infrastructure Strategy for CPIR, which will help to inform the final Town Framework.

Healthcare: It is estimated that up to 8 additional GPs might be required to cater for the growth in population (i.e. approximately 1 doctor per 1800 people – national standard). Work is underway to check that the GP surgeries have the physical capacity to provide additional services, or if additional surgeries will be required. Work is also on-going to understand the additional dental services that would be required.

Historic Environment: In terms of the historic environment the following schemes are planned or proposed:

- Historic industrial settlement survey
- Red River Valley – flood risk
- Major Heritage at Risk: Gladys Holman House, Redruth Brewery, Redruth Fire Station and Camborne Public Rooms have been identified as being at risk.
- Camborne Tuckingmill Townscape Heritage Initiative
- King Edward Mine

Waste: A new Household Waste Recycling Centre is required in Pool, proposals are being finalised for a centre within Pool, on the Dudnance Lane site. Proposals are being considered for a waste to energy plant at Hallenbeagle. A Refuse Transfer Station is required at Pool.

Leisure Facilities: Camborne, Pool, Illogan & Redruth are not identified as areas that currently have issues with access to formal leisure services (swimming pools, sports halls, health & fitness facilities, synthetic turf pitches, indoor bowling). However, it is recognised that Carn Brea Leisure Centre may not have a long life without some significant refurbishment within the next 5-7 years. Replacing the Carn Brea Leisure Centre as part of new development is proposed to ensure its long term future is guaranteed.

Regeneration: Proposed schemes include

- Dolcoath – redevelopment of a derelict brownfield site on the edge of Camborne town centre for housing and approx. 7000sqm of employment space
- Heartlands – development of a heritage centre and associated facilities within a 6ha park
- Dudnace Lane - relocation of the Western United Mines surface operations to allow the East-West Link Road to be developed and this will also free up approx 5ha of land for commercial development, plus approx 150 dwellings
- Trevenon Road Implementation Plan (Pool) – To provide housing and up to 20,000sqm of employment space
- Redruth Brewery Quarter – redevelopment of a derelict brownfield site on the edge of the town to provide a mixed use development
- Tuckingmill – a site that can deliver approx 400 dwellings, in doing so regenerating the historic, but currently derelict, Northlights Building
- Trevu – development of housing on a disused site on the edge of Camborne
- Camborne Townscape Heritage Initiative
- Redruth creative industries cluster
- Cornwall Sustainable Building Centre

Community Space: a community enterprise centre (CN4C) has recently been developed at Redruth.

Emergency Services: there is a need to review fire services in the Camborne and Redruth area. A proposal to replace the existing fire stations at Camborne and Redruth with a new 'superstation' incorporating fire services, a fire call centre and training department, CCTV and the Council's elderly emergency response service Lifeline is proposed in either Pool or Tolvaddon.

Falmouth & Penryn

Fundamental to the future regeneration/growth of the Falmouth & Penryn area will be its supporting infrastructure. Work is on-going to understand the impact of the proposed growth and what mitigation will be required. In the interim we are looking at the implications of up to 3,500 new dwellings being provided – this is unlikely to be the final figure - and in using this figure it will help us plan infrastructure up to or beyond the Core Strategy timeframe.

Transportation: Assessments are being undertaken to assess the impact of the growth proposals on the highway network. This work will assist in identifying where potential problems will occur and will form the basis of developing the transport strategy for Falmouth/Penryn that will support the predicted levels of housing and employment growth.

The proposed levels of growth for these towns indicate that a number of junctions would be under increased pressure from what is currently experienced both on the A39 and the B3292. The problems are either related directly to junction capacity or on restrictions such as parking on the approach to the junction which slows the traffic.

The transport measures that will be brought forward as part of a comprehensive transport strategy for the towns will be based on the policies set out in Connecting Cornwall: 2030. Connecting Cornwall is the third Local Transport Plan for Cornwall and sets out a 20 year transport vision to align with the Core Strategy. The overarching principle in Connecting Cornwall is the need to support a switch to more sustainable modes of travel such as bus and walking and cycling thus relieving pressure on the highway network.

In terms of transportation the following intervention measures may be required or are already planned:

- Highway network - junction capacity improvements would be required at several locations on the network including on the approach to the towns at Treluswell; Treliever and Kernick Road. In addition, junction improvements would also be required at Church Road, Commercial Road and Bickland Water Road to Hillhead. The nature of these improvements could include a junction change such as a roundabout or signalisation to improving capacity by altering the approach or signal timings. The provision of bus priority measures would also be considered as appropriate. In some cases, the approach to the junction would need to be considered in terms of average speed and constraints caused by on street parking.
- Rail – Falmouth and Penryn are well served by rail which is reflected by the significant increase in passenger numbers using the Maritime branch line connecting to the mainline at Truro. It would be expected for transfer to this mode to continue, supported by improved capacity on the service and through running to Truro, St Austell and Newquay as part of the mid Cornwall study. Through the Greater Western refranchise in 2013, a half hourly all day service between Penzance to Exeter will be promoted to ensure that main line links are improved and opportunities to travel by rail are maximised.
- Bus – Encouraging more people to make trips by bus is central to the Connecting Cornwall strategy and will be key to mitigating the impact of growth in the towns. In larger towns such as Falmouth this will include 10 minute frequency services to key destinations. High quality vehicles, good connections with other modes such as rail and real time information will also form part of

the bus network improvements that will support the proposed growth. The bus network must have the capacity to support the growth at CUC as well as trips destined for the town centre and beyond.

- Maritime – Connections to the waterfront will be key to support leisure use as well as ensuring that improvements on the transport network within the towns will support the proposed expansion of the port.
- Walking and cycling – Falmouth and Penryn have been identified as 'cycle demonstration' towns in the Connecting Cornwall 2030 Implementation Plan. This will deliver a comprehensive pedestrian and cycle network linking the key origins and destinations. The network will also include the provision of cycle parking at key locations within the town. The network is expected to deliver real advantages over the use of the car for short local trips by being convenient, direct and comfortable, therefore encouraging greater uptake for commuting and leisure purposes. Other cycle and pedestrian related schemes include, streetscape enhancements to Commercial Road which incorporates parking management programme and the extension of the National Cycle Network, the Cornish Way, between Perranwell Station and the Falmouth beaches supporting local sustainable tourism and the student population.
- Demand management – Supporting a switch from the private car to public transport, walking and cycling will require a review of the parking stock in the towns and particularly the balance of long and short stay spaces. The closure of Church Street car park will continue to be reviewed. The traffic impacts of closing this site is one of many key issues that have to be considered such as future potential use and environmental considerations. Robust residential and employer travel plans will be integral to achieving modal shift.

The measures set out above will be tested as part of the transport strategy development once the growth levels and locations are confirmed. While solutions could be delivered at the junctions to help mitigate the impact of growth, it will be essential that these are delivered in conjunction with a switch from the private car use to more sustainable forms of transport in order to ensure that conditions do not deteriorate significantly from what is experienced today.

Primary Education: St Francis, Marlborough, King Charles, St Mary's, Falmouth, Penryn Infant and Penryn Junior are the primary schools serving Falmouth & Penryn. They currently have the capacity to accommodate about 2,150 pupils. It should be noted that the combined capacity of primary provision in Falmouth & Penryn should be able to accommodate foreseeable future development, although there may be a requirement for a new primary school.

Secondary Education: Penryn College and Falmouth School are the two secondary schools serving the town, with a combined capacity to accommodate about 2,400 pupils. In line with the general trend across the county for a fall in secondary pupil numbers, forecasts predict the schools could have a combined surplus of approximately 460 places by 2014 – all at Falmouth School. It is anticipated that pupils generated by the proposed housing development (i.e. 1 secondary age pupil per 9 new dwellings) could be accommodated within existing provision at Falmouth School.

Specialist & Safeguarding: this encompasses special education needs, disability and Inclusion; social work and family support. A need has been identified in the Falmouth & Penryn and Helston & the Lizard areas for:

- A short stay school to support children with challenging behaviour at Key Stages 2, 3 and 4

- Support for hearing impaired children
- New play facilities for disabled children within the Aiming High agenda
- Co-location premises for family support
- Replacement for the Penryn Youth Centre which is too small and not fit for purpose.

Post 16 education including higher education: Falmouth & Penryn is the main centre in Cornwall for higher education. The following schemes are proposed for development:

- Tremough Innovation Centre
- Performance Arts Centre
- The Exchange
- Environment & Sustainability Institute

Water Supply: Residents in the Falmouth & Penryn area fall under the Colliford Strategic Supply Area. Generally, the proposed levels of growth are able to be accommodated within existing clean water supply systems.

Sewage: Waste water treatment works for Falmouth & Penryn are located just outside the two towns. There are issues with saline infiltration in the area. The position of the water treatment works is an issue and there may be a need to relocate. All sewers run through the town so any works would lead to major disruption. Further work is required to identify all the issues and to look at a range of solutions as there are a number of hydraulic overloads already in existence.

Gas: Properties in Falmouth & Penryn have access to a mains gas supply network. Information is currently unavailable on how the proposed levels of growth will impact on gas supply, and further work is underway.

Drainage and Flood Risk & Mitigation: In terms of drainage, flood risk & mitigation, the following studies/works are proposed or planned:

- Prince of Wales Pier refurbishment
- Tidal studies for Falmouth & Penryn

The Council is continuing to work with the Environment Agency and South West Water to further assess what flood risk mitigation, surface water drainage, foul drainage and treatment infrastructure would be required.

Electricity: Four 11kV/33kV electricity sub-stations currently serve Falmouth & Penryn, and these are connected via a 33kV line to the 33kV/132kV substation at Rame which is on the 132kV ring circuit below Indian Queens. This 132kV ring circuit is recognised as requiring replacement and upgrade to a 400kV within the next ten years. Information is currently unavailable on how the proposed levels of growth will impact on electricity supply.

Green Space: Work identifying the quality of publicly accessible green space in Falmouth & Penryn has not been undertaken at this stage. Work is underway to record all green spaces across Cornwall and to produce Cornwall wide standards of provision.

Healthcare: It is estimated that up to 5 additional GPs might be required to cater for the growth in population (i.e. approximately 1 doctor per 1800 people – national standard). Work is underway to check that the GP surgeries have the physical capacity to provide additional services, or if additional surgeries will be required. Work is also on-going to understand the additional dental services that would be required.

Historic Environment: In terms of the historic environment the following schemes are planned or proposed:

- Ports and Harbours study

Waste: A new Household Waste Recycling Centre has recently been delivered in Falmouth.

Leisure Facilities: Falmouth & Penryn are not identified as areas that have issues with access to leisure services (swimming pools, sports halls, health & fitness facilities, synthetic turf pitches, indoor bowling).

Regeneration: Schemes include Port of Falmouth Masterplan, the Port of Penryn Masterplan, marine workshops, marine quayside buildings, pontoons at Penryn, Falmouth Marine School, extension to Kernick Industrial Estate, and start up business space work hub.

Emergency Services: Falmouth has a fit for purpose ambulance station so growth close to the town centre will be better. There may be a requirement for additional staff and vehicles to cope with high levels of growth.

Hayle

Fundamental to the future regeneration/growth of the Hayle area will be its supporting infrastructure. Work is on-going to understand the impact of the proposed growth and what mitigation will be required. In the interim we are looking at the implications of 2,000 new dwellings being provided – this is unlikely to be the final figure - and in using this figure it will help us plan infrastructure up to or beyond the Core Strategy timeframe.

Transportation: Assessments are being undertaken to assess the impact of the growth proposals on the highway network. This work will assist in identifying where potential problems will occur and will form the basis of developing the transport strategy for Hayle and St Ives that will support the predicted levels of housing and employment growth.

The proposed levels of growth for these towns indicate that a number of junctions would be under increased pressure from what is currently experienced at Loggans Moor and North Quay. Additional parking and congestion pressures are experienced especially in St Ives by visitors during key visitor months.

With the levels of growth proposed, problems would occur at the B3301 through Hayle (Carwin Rise, North Quay), the A3074 through St Ives (Porthrepta Road and Higher Tregenna) and A30 St Erth. Recommendations from the Shoreline Management Plan (related to projected sea level rise) would also require consideration for the managed retreat from the Causeway/Griggs Quay at the west of Hayle by 2025.

The transport measures that will be brought forward as part of a comprehensive transport strategy for the towns will be based on the policies set out in Connecting Cornwall: 2030. Connecting Cornwall is the third Local Transport Plan for Cornwall and sets out a 20 year transport vision to align with the Core Strategy. The overarching principle in Connecting Cornwall is the need to support a switch to more sustainable modes of travel such as bus and walking and cycling thus relieving pressure on the highway network.

In terms of transportation the following intervention measures may be required or are already planned:

- Highway network - Initial mitigation measures have been considered to ease the predicted pressure at the junctions indicated above. These include, additional lanes on the Carwin rise double-mini roundabout and a change to traffic signal control or roundabout at North Quay, Porthrepta Road and Higher Tregenna. The existing roundabout at St Erth could be improved through signalisation to create gaps for vehicles from A3074 and The Causeway. Also provision of a grade separated junction to provide access to the A30 from the B3302 near Tolroy, so traffic does not have to come through Hayle.
- Rail – Station enhancements at Hayle to improve facilities and access are being considered to improve opportunities for rail travel to and from the town. Through the Greater Western refranchise in 2013, a half hourly all day service between Penzance to Exeter will be promoted to ensure that main line links are improved and opportunities to travel by rail are maximised. St Ives has a good rail link from St Erth, which is well used during the summer and will benefit further from proposals for half hourly services on the mainline. The proposed Park and Ride at St Erth will have a considerable impact on the issues of seasonal traffic congestion in the town.

- Bus - Good public transport links currently exist between Hayle and St Ives and Carbis Bay, settlements in rural areas and to other key urban destinations, which we want to build upon with the transport strategies for the towns. Encouraging more people to make trips by bus is central to the Connecting Cornwall strategy and will be key to mitigating the impact of growth in the towns. For communities the size of Hayle and St Ives this could include 15 minute bus services to the most popular destination and half hourly to other key destinations. High quality vehicles, good connections with other modes such as rail and real time information will also form part of the bus network improvements that will support the proposed growth.
- Walking and cycling – Hayle already boasts a healthy walking and cycling population due in part to its gentle topography and the short distances involved in moving around the centre. The National Cycle Network Route 3 (Cornish Way) also travels through the town hugging the shoreline. Greater priority for pedestrians and cyclists and improvements to the town network by constructing resilient and well connected links between and through existing and new residential developments to services, school's, the hospital and train station and visitor attractions will encourage people to travel more actively. Further dedicated provision for pedestrians and cyclists towards the St Erth Station Transport Interchange and for users of the South West Coast Path towards Lelant and Carbis Bay will also improve the conditions for more vulnerable road users in St Ives by helping combat congestion in the popular summer months and increase opportunities to access education and employment.
- Demand management – Supporting a switch from the private car to public transport, walking and cycling will require a review of the parking stock in the towns and particularly the balance of long and short stay spaces. For St Ives, reviewing the location and balance of long stay parking to help support a reduction in traffic through the town, supported by the St Erth Park and Ride will be a key issue. Robust residential and employer travel plans will be integral to achieving modal shift.

The measures set out above will be tested as part of the transport strategy development once the growth levels and locations are confirmed. While solutions could be delivered at the junctions to help mitigate the impact of growth, it will be essential that these are delivered in conjunction with a switch from the private car use to more sustainable forms of transport in order to ensure that conditions do not deteriorate significantly from what is experienced today.

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Primary Education: Bodriggy and Penpol are the primary schools serving Hayle. They currently have the capacity to accommodate 610 pupils. It is estimated that the proposed development (i.e. 1 primary age pupil per 9 new dwellings) will raise the number of primary school age pupils by about 220. Options are being considered to increase capacity in Hayle in the short term by increasing capacity at Penpol or Bodriggy primary schools. A review of capacity for the longer term will be undertaken once growth proposals for the area are identified.

Secondary Education: Hayle Community School is the secondary school serving the town and has a capacity to accommodate 770 pupils. A surplus of 120 places is anticipated by 2014 which means that the school should be able to accommodate additional pupils generated by large-scale housing growth within existing provision in the short-term. A review of capacity for the longer term will be undertaken once growth proposals for the area are identified.

Specialist & Safeguarding: this encompasses special education needs, disability and Inclusion; social work and family support. A need has been identified in the ex Penwith area for:

- A nurture unit to support children with challenging behaviour at Key Stages 1 and 2
- A resource base to support children with severe and complex learning difficulties at Key Stages 2, 3 and 4
- Support for hearing impaired children
- New play facilities for disabled children within the Aiming High agenda
- Co-location premises for family support.

Water Supply: Residents in the Hayle area fall under the Colliford Strategic Supply Area. Generally, the proposed levels of growth are able to be accommodated within existing clean water supply systems.

Sewage: Waste water treatment works for Hayle are located just outside the town. There are a couple of hydraulic overloads already in existence in the Hayle area, together with some saline infiltration issues. Sewers drain to Hayle (main works for the area) and the level of growth proposed in the area would mean some upgrading at these works but there is room to accommodate this.

Gas: Properties in Hayle have access to a mains gas supply network. Information is currently unavailable on how the proposed levels of growth will impact on gas supply, and further work is underway.

Drainage and Flood Risk & Mitigation: In terms of drainage, flood risk & mitigation, the following studies/works are proposed or planned:

- Hayle River flood banks

The Council is continuing to work with the Environment Agency and South West Water to further assess what flood risk mitigation, surface water drainage, foul drainage and treatment infrastructure would be required.

Electricity: The 33kV/132kV substation at Hayle is on the 132kV ring circuit below Indian Queens. This 132kV ring circuit is recognised as requiring replacement and upgrade to a 400kV within the next ten years. Information is currently unavailable on how the proposed levels of growth will impact on electricity supply. The Council is also working on exploring opportunities to deliver decentralised renewable or low carbon energy sources to both existing and proposed developments. Large proposals in Hayle will be considered within this context.

Green Space: work on a green infrastructure (GI) assessment is underway for Hayle as part of the Framework Plan. This study will identify important green links within and around the town and enhancements to important habitats. The study will identify the quality of publicly accessible green space in Hayle including the amount of sports pitches and play space. The quality of the existing facilities may need to be improved whilst providing additional space to cater for the future growth in population. Work is underway to record all green spaces across Cornwall and to produce Cornwall wide standards of provision.

Healthcare: It is estimated that up to 3 additional GPs might be required to cater for the growth in population (i.e. approximately 1 doctor per 1800 people – national standard). Work is underway to check that the GP surgeries have the physical capacity to provide additional services, or if additional surgeries will be required. Work is also on-going to understand the additional dental services that would be required.

Historic Environment: In terms of the historic environment the following schemes are planned or proposed:

- Major Heritage at Risk: Loggans Mill and Hayle Harbour have been identified as being at risk.
- Hayle Foundry Phase 3

Leisure Facilities: Hayle is not identified as an area that has issues with access to formal leisure services (swimming pools, sports halls, health & fitness facilities, synthetic turf pitches, indoor bowling). Cornwall Council is withdrawing grant support for Hayle Outdoor Pool which may have implications.

Emergency Services: there is a proposal for an emergency response hub in Hayle which will see fire, police and ambulance services sharing the same facility.

Regeneration: Proposed schemes include the Wave Hub & marine renewables, Hayle Workspace infrastructure, and start up business space work hub. The Hayle Harbour area is a key regeneration priority within West Cornwall.

Launceston

Fundamental to the future regeneration/growth of the Launceston area will be its supporting infrastructure. Work is on-going to understand the impact of the proposed growth and what mitigation will be required. In the interim we are looking at the implications of 1,500 new dwellings being provided – this is unlikely to be the final figure - and in using this figure it will help us plan infrastructure up to or beyond the Core Strategy timeframe.

Transportation: Assessments are being undertaken to assess the impact of the growth proposals on the highway network. This work will assist in identifying where potential problems will occur and will form the basis of developing the transport strategy for Launceston that will support the predicted levels of housing and employment growth.

Launceston's network of roads and junctions currently operate within capacity. The exception being the St Thomas Road and Newport Industrial Estate junction which can suffer from localised congestion resulting in queuing traffic, particularly during peak commuting hours.

With either of the growth options for Launceston, congestion at many of the junctions, particularly along the A388, is shown as being an issue during peak commuting hours. St John's Road and Woburn Road junction would also be affected by congestion during the peak periods as would the Western Road junction. Similarly, the Tavistock Road junction would also experience congestion during the afternoon peak as people access the A30 off-slip lane. Many of the congestion issues experienced in Launceston are in part due to the capacity of the approaches and a town network that is very narrow and steep in some places.

The transport measures that will be brought forward as part of a comprehensive transport strategy for the town will be based on the policies set out in Connecting Cornwall: 2030. Connecting Cornwall is the third Local Transport Plan for Cornwall and sets out a 20 year transport vision to align with the Core Strategy. The overarching principle in Connecting Cornwall is the need to support a switch to more sustainable modes of travel such as bus and walking and cycling thus relieving pressure on the highway network.

In terms of transportation the following intervention measures may be required or are already planned:

- Highway network - To help mitigate against the increase in traffic levels as a result of the proposed growth, a number of highway improvement schemes will need to be delivered. The Connecting Cornwall: 2030 Implementation Plan contains a range of schemes to improve conditions along the A388. This package of transport measures includes improved junction capacity schemes, parking enforcement measures and a review of the traffic flow through the town centre subject to consultation. In addition, there has been a long term aspiration to deliver the Kensey Valley Link Road and the Dutson to Newport Link Road. The delivery of the link roads would reduce the amount of domestic and commercial traffic needing to travel along the A388 through the town centre as well as improving access to key employment destinations including the Newport Industrial Estate.
- Sustainable travel - A wider traffic management package will be considered for Launceston which will include improved facilities for more sustainable travel

including bus, walking and cycling. Encouraging more people to make trips by bus is central to the Connecting Cornwall strategy and will be key to mitigating the impact of growth in the towns. High quality vehicles, good connections with other transport modes and real time information will also form part of the bus network improvements that will support the proposed growth.

- Demand management – Supporting a switch from the private car to public transport, walking and cycling will require a review of the parking stock in the towns and particularly the balance of long and short stay spaces. Robust residential and employer travel plans will be integral to achieving modal shift.
- The measures set out above will be tested as part of the transport strategy development once the growth levels and locations are confirmed. While solutions could be delivered at the junctions to help mitigate the impact of growth, it will be essential that these are delivered in conjunction with a switch from the private car use to more sustainable forms of transport in order to ensure that conditions do not deteriorate significantly from what is experienced today.

Primary Education: Launceston CP, St Catherine's CE and St Stephen's CP are the primary schools serving Launceston. They currently have the capacity to accommodate 630 pupils. Numbers on roll have remained fairly stable in recent years with the schools operating close to capacity. Local Authority pupil population forecasts indicate that this will continue with no surplus places forecast for 2014. It is estimated that the proposed development (i.e. 1 primary age pupil per 9 new dwellings) will potentially raise the number of primary school age pupils by about 165. A capital scheme to meet anticipated demand for primary school places generated by new residential developments nearing completion, with planning permission or planning pending is proposed: a new 7 class primary school, within a strategic development site to the south of the town, will be provided in two phases with phase1 being completion of 4 classes with attendant infrastructure and phase 2 being expansion to 7 classes as new housing is completed (and more school aged children are anticipated).

Secondary Education: Launceston College has the capacity to accommodate 1,385 pupils and is currently operating approximately 50 places below this. In line with the general trend across the county for a fall in secondary pupil numbers, forecasts predict the school could have a surplus of approximately 100 places (7% capacity) by 2014. It is anticipated that the proposed housing development (i.e. 1 secondary age pupil per 9 new dwellings) could be accommodated within existing provision – at least in the short- to medium-term - given the trend in falling secondary school rolls. However, longer-term options for expansion may need to be sought once more certainty on the scale and distribution of growth is achieved.

Post 16 Education: there is concern about access to post 16 and particularly further education in Launceston. The development of a remote access higher education learning centre at Dunheved House has been proposed which may address some of the shortfall but not that related to further education.

Specialist & Safeguarding: this encompasses special education needs, disability and Inclusion; social work and family support. A need has been identified in the East of Cornwall (Bude, Launceston and Caradon Community Network Areas) for:

- A Nurture unit
- A support department for the hearing impaired
- A Short Stay School
- A Special School

- Play facilities for disabled children

Water Supply: Residents in the Launceston area fall mainly under the Colliford Strategic Supply Area. Generally, the proposed levels of growth are able to be accommodated within existing clean water supply systems.

Sewage: A waste water treatment work for Launceston is located just outside the town and this is close to capacity as well as being in a flood plain – it is likely to require some upgrading to cope with proposed new development. There is a hydraulic overload at Tregadillett. The level and type of new employment in the area will have an impact on capacity (food manufacturing particularly intensive user of water and waste water treatment systems) and more work needs to be undertaken to understand future impacts (pre-treatment at the factories can help address these issues). An option under consideration is to locate a new pumping station and main to the south of the town to cope with new development.

Gas: Properties in Launceston have access to a mains gas supply network. Information is currently unavailable on how the proposed levels of growth will impact on gas supply, and further work is underway.

Drainage and Flood Risk & Mitigation: In terms of drainage, flood risk & mitigation, the following studies/works are proposed or planned:

- Newport Scheme

The Council is continuing to work with the Environment Agency and South West Water to further assess what flood risk mitigation, surface water drainage, foul drainage and treatment infrastructure would be required.

Electricity: One 11kV/33kV electricity sub-station is currently located at Launceston, and this is connected via a 33kV line to the 33kV/132kV substation at Pyworthy which is on the 275kV/400kV main line ring circuit into Cornwall. Information is currently unavailable on how the proposed levels of growth will impact on electricity supply. There is local interest in taking advantage of renewable energy technologies, and suggestions include using the river Kensey for hydro power and siting solar panels on industrial estates.

Green Space: Studies² have shown that the quality of publicly accessible green space in Launceston is generally good. Local provision standards proposed as evidence for the ex District Council Local Development Framework (not adopted) indicate that there is a good level of provision. Work is underway to record all green spaces across Cornwall and to produce Cornwall wide standards of provision. There are some local concerns about the amount of green space currently available in Launceston and the threat to these existing spaces from development.

Healthcare: It is estimated that up to 2 additional GP might be required to cater for the growth in population (i.e. approximately 1 doctor per 1800 people – national standard). The Medical Centre is considered to be already under pressure, and any additional practitioners may require expansion or a new surgery being provided. An option proposed for consideration is to potentially amalgamate the hospital and the medical centre. Work is also on-going to understand the additional dental services that would be required.

² North Cornwall District Council (2008) Community Facilities Survey: Open Space, Sport & Recreation.

Historic Environment: Launceston Castle lies at the heart of Launceston. In terms of the historic environment the following schemes are planned or proposed:

- Major heritage at risk- Congregational Chapel, 13 High Street and other streetscapes

Waste: A new Household Waste Recycling Centre is currently under construction in Launceston. There is a local desire for a re-use centre in the Town.

Leisure Facilities: Launceston is not currently identified as an area that has issues with access to most leisure services (swimming pools, sports halls, health & fitness facilities, indoor bowling) but is in a large drive time catchment gap for access to synthetic turf pitches. Access to astro-turf pitches are identified as being of local concern. There are local concerns that the Leisure Centre may need significant investment in the next twenty years. Dunheved Bowling Club would like to re-locate and build new facilities.

Regeneration: schemes include the development of the Pennygillam Industrial Estate Phase 4.

Burial Capacity: there is concern locally about capacity for burial and crematoria capacity. Work is underway to assess burial capacity across Cornwall and this is likely to be concluded by the end of 2011. Capacity for crematoria is considered to be able to cope with demand for the whole of the CS timeframe (i.e. to 2030)

Liskeard

Fundamental to the future regeneration/growth of the Liskeard area will be its supporting infrastructure. Work is on-going to understand the impact of the proposed growth and what mitigation will be required. In the interim we are looking at the implications of 1,250 new dwellings being provided – this is unlikely to be the final figure - and in using this figure it will help us plan infrastructure up to or beyond the Core Strategy timeframe.

Transportation: Assessments are being undertaken to assess the impact of the growth proposals on the highway network. This work will assist in identifying where potential problems will occur and will form the basis of developing the transport strategy for Liskeard that will support the predicted levels of housing and employment growth.

Liskeard's traffic problems exist mainly in the town centre. At present B3254/Pound St and B3254/Barras Place/Pike St junctions are at or over capacity during peak times. It is possible that the restricted movement of the A38 Moorswater Junction has an impact on town centre congestion due to traffic having to travel through the town centre to exit the town. Access to the Moorswater Industrial Estate for traffic approaching from the east is also a problem. Lack of public transport and safe cycling links to the rail station have been identified as an issue which may constrain rail passenger travel both in and out of the town.

The modelled traffic impacts of future growth show junctions B3254/Pound St and B3254/Barras Place/Pike St at capacity in growth options 1 and 2 as above. There are also capacity issues in growth option 2 with A390 Callington Road/Charter Way Roundabout. Growth option 3 also shows B3254 St Cleer Rd/ B3254 Greenbank Rd/ Callington Rd to be at capacity.

The transport measures that will be brought forward as part of a comprehensive transport strategy for the town will be based on the policies set out in Connecting Cornwall: 2030. Connecting Cornwall is the third Local Transport Plan for Cornwall and sets out a 20 year transport vision to align with the Core Strategy. The overarching principle in Connecting Cornwall is the need to support a switch to more sustainable modes of travel such as bus and walking and cycling thus relieving pressure on the highway network.

In terms of transportation the following intervention measures may be required or are already planned:

- Highway network - Traffic management improvements would be required in the centre of Liskeard at Castle Street and Pound Street. This may include variable message signs to re-route HGVs. Additional lanes may be required on entry links at the B3254/Pound St junction to increase capacity. Area wide demand management measures and a change of junction type to roundabout or traffic signal controlled junction may be considered at B3254/Barras Place/Pike St junction. The A390/ Callington Way/Charter Way may need to be changed to traffic signal control or partial signalisation of existing roundabout. There is local support for the A38 Liskeard Western Junction Improvement which comprises a full movement junction (the junction is currently westbound entry and eastbound exit only) improving access to Liskeard to/from the A38 east and development sites and; reducing congestion in the town centre. A study has been commissioned to examine the feasibility of this option. A possible link

between Moorswater and the Eastern Relief Road (Charter Way) may also be required.

- Rail - Through the Greater Western refranchise in 2013, a half hourly all day service between Penzance to Exeter will be promoted to ensure that main line links are improved and opportunities to travel by rail are maximised. There is also an aspiration for the new rail franchise to include an hourly service on the Liskeard to Looe branch line.
 - Bus – Encouraging more people to make trips by bus is central to the Connecting Cornwall Strategy and will be key to mitigating the impact of growth in the towns. In Liskeard residents will be served by a much improved local bus service which will run frequently and interconnect with the hubs and express services forming vital connections between the rural and more urban areas of Cornwall. This could include a 15 minute service to the most popular destinations. High quality vehicles, good connections with other modes such as rail and real time information will also form part of the bus network improvements that will support the proposed growth.
 - Walking and Cycling Schemes –There is an overall aspiration within the Connecting Cornwall 2030 Strategy to improve the quality of our walking and cycling network, providing much better links between employment, schools, town centres bus and rail stations and other key destinations.
 - Demand Management - Supporting a switch from the private car to public transport, walking and cycling will require a review of the parking stock in the towns and particularly the balance of long and short stay spaces. Connecting Cornwall aims to increase modal shift from private to public transport across Cornwall. Robust residential and employer travel plans will be integral to achieving modal shift.
- The measures set out above will be tested as part of the transport strategy development once the growth levels and locations are confirmed. While solutions could be delivered at the junctions to help mitigate the impact of growth, it will be essential that these are delivered in conjunction with a switch from the private car use to more sustainable forms of transport in order to ensure that conditions do not deteriorate significantly from what is experienced today.

Primary Education: Liskeard Hillfort CP and St Martin's CE VA are the primary schools serving Liskeard. They currently have the capacity to accommodate 684 pupils. Numbers on roll have seen a significant increase in recent years and Local Authority pupil population forecasts indicate that this will continue with no surplus places forecast for 2014. It is estimated that the proposed development (i.e. 1 primary age pupil per 9 new dwellings) will raise the number of primary school age pupils by about 140. Some years ago, identifying the potential need to expand provision in Liskeard, the Authority safeguarded a Council owned site at Martins Park for provision of a new 7 class (1 Form Entry) primary school. It should be noted that capital funding will need to be secured in order to deliver the scheme. Timescales for delivery are also dependent on more certainty regarding the scale and distribution of growth being achieved.

Secondary Education: Liskeard School and Community College has the capacity to accommodate 1,590 pupils and is currently operating significantly below this with a surplus of over 400 places. In line with the general trend across the county for a fall in secondary pupil numbers, forecasts predict the school could have a surplus of 550 places (35% capacity) by 2014. It is anticipated that the proposed housing development (i.e. 1 secondary age pupil per 9 new dwellings) could easily be accommodated within existing secondary provision.

Specialist & Safeguarding: this encompasses special education needs, disability and Inclusion; social work and family support. A need has been identified in the South East of Cornwall (Liskeard & Looe and the Cornwall gateway Community Network Areas) for:

- A Short Stay School
- Play facilities for disabled children
- Co-location hub and spoke facilities
- A contact centre

Water Supply: Residents in the Liskeard area fall under the Colliford Strategic Supply Area. Generally, the proposed levels of growth are able to be accommodated within existing clean water supply systems.

Sewage: A waste water treatment work for Liskeard is located just outside the town at Lodge Hill which is currently at capacity (pre-treatment at local factories may help address this issue). There are currently no hydraulic overloads but further work is required to evaluate the impact of the proposed new development.

Gas: Properties in Liskeard have access to a mains gas supply network. Information is currently unavailable on how the proposed levels of growth will impact on gas supply, and further work is underway.

Drainage and Flood Risk & Mitigation: The Council is continuing to work with the Environment Agency and South West Water to further assess what flood risk mitigation, surface water drainage, foul drainage and treatment infrastructure would be required.

Electricity: One 11kV/33kV electricity sub-station is currently located at Liskeard, and this is connected via a 33kV line to the 33kV/132kV substation at St Germans which links via a 132kV/275kV line to the sub station at Landulph which is on the main 275kV/400kV circuit. Information is currently unavailable on how the proposed levels of growth will impact on electricity supply.

Green Space: Work identifying the quality of publicly accessible green space in Liskeard has not been undertaken at this stage. Work is underway to record all green spaces across Cornwall and to produce Cornwall wide standards of provision.

Healthcare: It is estimated that 1 additional GP might be required to cater for the growth in population (i.e. approximately 1 doctor per 1800 people – national standard). Work is underway to check that the GP surgeries have the physical capacity to provide additional services, or if additional surgeries will be required. Work is also on-going to understand the additional dental services that would be required.

Historic Environment: In terms of the historic environment the following schemes are planned or proposed:

- Conservation Area Designation and appraisals

Leisure Facilities: Liskeard is not identified as an area that has issues with access to leisure services (swimming pools, sports halls, health & fitness facilities, synthetic turf pitches, indoor bowling). There are local concerns about access to leisure facilities.

Regeneration: the development of Liskeard Business Park, the redevelopment of the cattle market, the re-location of the postal sorting office, and the Station Road regeneration project.

Newquay

Fundamental to the future regeneration/growth of the Newquay area will be its supporting infrastructure. Work is on-going to understand the impact of the proposed growth and what mitigation will be required. In the interim we are looking at the implications of 3,000 new dwellings being provided – this is unlikely to be the final figure - and in using this figure it will help us plan infrastructure up to or beyond the Core Strategy timeframe.

Transportation: Assessments are being undertaken to assess the impact of the growth proposals on the highway network. This work will assist in identifying where potential problems will occur and will form the basis of developing the transport strategy for Newquay that will support the predicted levels of housing and employment growth.

Unlike some of the other towns in Cornwall, Newquay does not suffer from through traffic, therefore the road network experiences less congestion and there are few capacity issues on the network for most of the year. In the summer peak there are seasonal capacity issues on some of the key junctions such as the A392/treloggan Rd roundabout.

The anticipated traffic impacts of future growth in the town do not appear to differ between growth options 1 and 2 with capacity being reached at Priory Road/A3059 junction during the morning peak and at the A3058 Quintrell Road/A3059 during the afternoon peak. Scenario 3 introduces greater congestion in the morning peak where Berry Road/St Thomas Rd/Trenance Rd/Mount Wise, and A392/Trencreek Rd are at or over capacity. By 2030 growth has put additional pressure on the network during the summer afternoon peak with the following junctions also at or exceeding capacity:

- A3075/A392 Trevemper Rd
- A3058 Henvver Rd / B3276
- A392/Treloggan Rd Rbt
- Cliff Rd / East St / Berry Rd
- A3058 Narrowcliff
- A3058 Trevemper Rd/Edgcumbe Ave/Trenance Rd
- A392/Gannel Road

A number of Newquay's junctions come under pressure in the summer season. The impact of this needs to be weighed up against the relatively short time over which this becomes a problem. Further work will be undertaken to investigate traffic flows through Quintrell Downs in order to identify any constraints to the network and possible solutions.

Newquay Airport Enterprise Zone could create up to 5000 jobs to 2030 and will require significant travel planning to ensure sustainable access and traffic management.

The transport measures that will be brought forward as part of a comprehensive transport strategy for the town will be based on the policies set out in Connecting Cornwall: 2030. Connecting Cornwall is the third Local Transport Plan for Cornwall and sets out a 20 year transport vision to align with the Core Strategy. The overarching principle in Connecting Cornwall is the need to support a switch to more sustainable modes of travel such as bus and walking and cycling thus relieving pressure on the highway network.

The following intervention measures maybe required or are already planned:

- Highway Network - A range of strategic highway and junction improvements will be required to address the capacity issues identified above. Two key mitigation measures have been identified. Tren creek Strategic Route - Cornwall Council is promoting Phase 1 of this scheme which, pending a successful planning application, will provide a spine road linking the A392 (opposite Hendra Holiday Park) to Trevenson Road and Quintrell Road. This link road will provide an essential north-south link for Newquay and protect Tren creek village from further traffic growth. This first section of the road is programmed for delivery by 2015. Phase 2 comprises of 2 further sections of road up to the A3059/Henver Road and will be implemented alongside the key housing developments in the Growth Area over the longer term. Improvements at Trevenper roundabout have been identified to increase capacity at this bottleneck on the network. A change in junction type to roundabout or traffic signal control may be required at A3059/Rialton Rd/Priory Rd junction and at A3058 Quintrell Rd/A3059. Signalling adjustments and restricting right turns may increase capacity Berry Rd/St Thomas Rd/Trenance Rd/Mount Wise junction.
- Rail - Station enhancements at Newquay to improve facilities are being considered. This could include a new canopy and in the longer term, an additional platform. The Cross Cornwall Rail Study is exploring options for improvements to branch line services between Newquay and St Austell and beyond, facilitating wider access across Cornwall
- Bus – Encouraging more people to make trips by bus is central to the Connecting Cornwall strategy and will be key to mitigating the impact of growth in the towns. In larger towns such as Newquay this will include 10 minute frequency services to key destinations. Intra urban services would circulate on a 10 minute frequency in Cornwall's 7 main towns. High quality vehicles, good connections with other modes such as rail and real time information will also form part of the bus network improvements that will support the proposed growth. The feasibility of a summer bus based Park and Ride is currently being examined.
- Walking and Cycling – There is a proposal for Newquay to become a Cycle Demonstration Town. This would comprise a comprehensive pedestrian and cycle network for Newquay, linking the main origins and destinations. The network will also include the provision of cycle parking at key locations within the town. The network is expected to deliver real advantages over the use of the car for short local trips by being convenient, direct and comfortable, therefore encouraging greater uptake for commuting and leisure purposes.
- Demand Management - Supporting a switch from the private car to public transport, walking and cycling will require a review of the parking stock in the towns and particularly the balance of long and short stay spaces. A review of the balance of long stay/short stay parking in the towns is currently underway. This will inform the Park and Ride feasibility work. Robust residential and employer travel plans will be integral to achieving modal shift.

The measures set out above will be tested as part of the transport strategy development once the growth levels and locations are confirmed. While solutions could be delivered at the junctions to help mitigate the impact of growth, it will be essential that these are delivered in conjunction with a switch from the private car use to more sustainable forms of transport in order to ensure that conditions do not deteriorate significantly from what is experienced today.

Primary Education: Newquay Junior Academy, St Columb Minor CP, The Bishops CE and Trenance Learning Academy are the schools serving Newquay. They currently have the capacity to accommodate 1,530 pupils. Numbers on roll have seen a significant increase in recent years and Local Authority pupil population forecasts indicate that this will continue with very few surplus places forecast for 2014. There is a particular shortage of reception places in the town. It is estimated that the proposed development (i.e. 1 primary age pupil per 9 new dwellings) will raise the number of primary school age pupils by about 335. For some years the Authority has proposed meeting longer-term need in the town through provision of a new primary school. A site has been safeguarded within the Newquay Growth Area. Development on the scale proposed would indicate the need for either a new 14 class (2 Form Entry) school or two new 7 class (1 Form Entry) school serving the area(s) of major residential growth. In the short- to medium- term, demand for an additional 130 places could be met through a scheme(s) to expand existing provision in the town as houses are completed and demand for places accelerates. The Authority is currently in negotiation with the town schools to identify a preferred solution for meeting the September 2011 shortfall and will continue to develop longer-term phased expansion proposals for the town. It should be noted that capital funding will need to be secured.

Secondary Education: Newquay Tretherras School and Treviglas Community College are the two secondary schools serving the town, with a combined capacity to accommodate 2,811 pupils. The schools are currently operating with a combined surplus of almost 180 places. In line with the general trend across the county for a fall in secondary pupil numbers, forecasts predict the schools could have a combined surplus of approximately 310 places 2014. It should be noted that Newquay Tretherras School is operating almost at capacity with the majority of the surplus being at Treviglas Community College. It is anticipated that pupils generated by the proposed housing development (i.e. 1 secondary age pupil per 9 new dwellings) could be accommodated within existing provision at Treviglas Community College. However, this will require the implementation of a long-delayed scheme to replace a significant number of temporary teaching units on site with permanent accommodation. It should be noted that capital funding will need to be secured for this.

Specialist & Safeguarding: this encompasses special education needs, disability and Inclusion; social work and family support. A need has been identified in the Truro & the Roseland and Newquay & St Columb Community Network Areas for:

- A short stay school (for primary and secondary age)
- A nurture unit
- Support department for hearing impaired children
- New play facilities for disabled children
- Co-location hub and spoke facilities

Water Supply: Residents in the Newquay area fall under the Colliford Strategic Supply Area. Generally, the proposed levels of growth are able to be accommodated within existing clean water supply systems.

Sewage: A waste water treatment work for Newquay is located just outside the town. Newquay is unique in terms of the volume of tourists it gets in the summer months and the impact this has on capacity – there is no capacity in the summer but some capacity in the winter months. A change in the type of tourist accommodation could have an impact on capacity in the future. The majority of sewers drain through the town, and options are being explored for a new gravity line down the east side of the town. The waste water treatment works would need upgrading.

Gas: Properties in Newquay have access to a mains gas supply network. There is no mains gas in Quintrell Downs. Information is currently unavailable on how the proposed levels of growth will impact on gas supply, and further work is underway.

Drainage and Flood Risk & Mitigation: In terms of drainage, flood risk & mitigation, the following studies/works are proposed or planned:

- Newquay Harbour North Quay refurbishment

The Council is continuing to work with the Environment Agency and South West Water to further assess what flood risk mitigation, surface water drainage, foul drainage and treatment infrastructure would be required.

Electricity: Two 11kV/33kV electricity sub-stations are currently located at Trencreek and Trevemper, and these are connected via a 33kV line to the 33kV/132kV substation at Fraddon which is on the 132kV ring circuit below Indian Queens. This 132kV ring circuit is recognised as requiring replacement and upgrade to a 400kV within the next ten years. Information is currently unavailable on how the proposed levels of growth will impact on electricity supply.

Green Space: Work identifying the quality of publicly accessible green space in Newquay has not been undertaken at this stage. Work is underway to record all green spaces across Cornwall and to produce Cornwall wide standards of provision. There is a substantial unfulfilled demand for allotments in the town, and the Town Council are currently looking to address this issue. The Town Framework will be guided by the forthcoming Green Infrastructure strategy with regard to the level of provision associated with new development. The recent Town Plan identified a number of areas of green space important to local people including the Gannel, Pentire, and Fistral Beach.

Healthcare: It is estimated that up to 4 additional GPs might be required to cater for the growth in population (i.e. approximately 1 doctor per 1800 people – national standard). Work is underway to check that the GP surgeries have the physical capacity to provide additional services, or if additional surgeries will be required. Work is also on-going to understand the additional dental services that would be required.

Historic Environment: In terms of the historic environment the following schemes are planned or proposed:

- Major heritage at risk- Newquay hotels and historic tourist related businesses, Headlands, archaeological sites and field systems around Newquay
- Ports and Harbours study – Newquay
- Conservation Area Designation around historic harbour area

Waste: A new Household Waste Recycling Centre is required in Newquay.

Leisure Facilities: Newquay is not identified as an area that has issues with access to leisure services (swimming pools, sports halls, health & fitness facilities, synthetic turf pitches, indoor bowling). There are proposal to increase the leisure uses available at Trenance Leisure Park.

Emergency Services: Policing needs and resources in the summer months come under far greater pressure, and Newquay is one of the areas affected. Newquay SAFE has worked to relieve some of this pressure.

Regeneration: Schemes include Newquay (Cornwall) Airport; regeneration of Towan Promenade; redevelopment in the vicinity of Mount Wise and Manor Road in the town, centre, and the East Street bus station.

Community Space: The need for a central community hall has been identified by the recent Town Plan as one of the local people's top priorities.

Penzance & Newlyn

Fundamental to the future regeneration/growth of the Penzance & Newlyn area will be its supporting infrastructure. Work is on-going to understand the impact of the proposed growth and what mitigation will be required. In the interim we are looking at the implications of up to 2,150 new dwellings being provided – this is unlikely to be the final figure - and in using this figure it will help us plan infrastructure up to or beyond the Core Strategy timeframe.

Transportation: Assessments are being undertaken to assess the impact of the growth proposals on the highway network. This work will assist in identifying where potential problems will occur and will form the basis of developing the transport strategy for Penzance that will support the predicted levels of housing and employment growth. The proposed levels of growth for the town indicates that a number of junctions on the A30 would be under increased pressure from what is currently experienced. In addition, key locations such as the Newlyn Bridge, Chyandour Cliff, Western Promenade and Alverton Street will require mitigation. In most instances the issues are related directly to capacity of the junction itself as opposed to the approach link.

The transport measures that will be brought forward as part of a comprehensive transport strategy for the town will be based on the policies set out in Connecting Cornwall: 2030. Connecting Cornwall is the third Local Transport Plan for Cornwall and sets out a 20 year transport vision to align with the Core Strategy. The overarching principle in Connecting Cornwall is the need to support a switch to more sustainable modes of travel such as bus and walking and cycling thus relieving pressure on the highway network.

In terms of transportation the following measures may be required or are already planned:

- Highway network - Junction capacity improvements would be required at several locations on the network as indicated above. Many of the improvements required to improve capacity at existing roundabouts will include signalisation to address the priority of circulating vehicles. Junction improvements will need to be considered as part of the wider transport strategy for Church Hill, Newlyn Bridge, Chyandour Cliff, Western promenade and Alverton Street, Jelbert Way, Heamoor and Mount Misery.
- Rail – Penzance is well served by mainline rail services in peak commuting periods. Through the Greater Western refranchise in 2013, a half hourly all day service between Penzance to Exeter will be promoted to ensure that main line links are improved and opportunities to travel by rail are maximised. This will also support the intervention of seasonal traffic at St Erth to use the proposed Park and Ride and access Penzance by rail.
- Bus - Encouraging more people to make trips by bus is central to the Connecting Cornwall strategy and will be key to mitigating the impact of growth in the town. In larger towns such as Penzance this will include 10 minute frequency services to key destinations. High quality vehicles, good connections with other modes such as rail and real time information will also form part of the bus network improvements that will support the proposed growth. Penzance already has a high percentage of people that live and work in the same town and use sustainable travel to access their place of work and it is anticipated that this trend will continue with the growth of housing and employment.

- Walking and cycling – There is an overall aspiration within the Connecting Cornwall 2030 Strategy to improve the quality of our walking and cycling network, both in our towns but also inter connecting settlements by providing dedicated provision to enable communities and visitors to travel more actively. The National Cycle Network Route 3 provides a great spinal route between Marazion, Penzance and Mousehole, and by improving the facilities along this route as well as connections to the local services, schools, colleges, bus and train stations and employment sites it will help to resolve some of the pedestrian and traffic conflicts in Penzance and as well as making it a more attractive place to live and visit.
- Demand management – Supporting a switch from the private car to public transport, walking and cycling will require a review of the parking stock in the town and particularly the balance of long and short stay spaces as well as management of on street spaces. Robust residential and employer travel plans will be integral to achieving modal shift.
- The measures set out above will be tested as part of the transport strategy development once the growth levels and locations are confirmed. While solutions could be delivered at the junctions to help mitigate the impact of growth, it will be essential that these are delivered in conjunction with a switch from the private car use to more sustainable forms of transport in order to ensure that conditions do not deteriorate significantly from what is experienced today.

Primary Education: Alverton, St Mary's CE, Newlyn, Gulval, Heamoor, Pensans and St Mary's RC are the primary schools serving Penzance & Newlyn. They currently have the capacity to accommodate about 1,575 pupils. It is estimated that the proposed development (i.e. 1 primary age pupil per 9 new dwellings) will raise the number of primary school age pupils by about 240. The local authority's pupil population forecasts indicate a combined surplus of 160 places for 2014. Consequently in the short term there is capacity within the primary schools to accommodate some development. However, it is likely that capacity will need to increase in order to accommodate development at the scale proposed. In the short term this will be achieved by increasing capacity at existing primary schools, where feasible. A review of options for longer term expansion will be undertaken once growth proposals for the area are identified.

Secondary Education: Humphrey Davy and Mounts Bay are the two secondary schools serving the town, with a combined capacity to accommodate 1790 pupils. In line with the general trend across the county for a fall in secondary pupil numbers, forecasts predict the schools could have a combined surplus of just over 350 places by 2014. It is anticipated that pupils generated by the proposed housing development (i.e. 1 secondary age pupil per 9 new dwellings) could be accommodated within existing provision in the short- to medium-term. A review of capacity for the longer term will be undertaken once growth proposals for the area are identified.

Specialist & Safeguarding: this encompasses special education needs, disability and Inclusion; social work and family support. A need has been identified in the ex Penwith area for:

- A nurture unit to support children with challenging behaviour at Key Stages 1 and 2
- A resource base to support children with severe and complex learning difficulties at Key Stages 2, 3 and 4
- Support for hearing impaired children
- New play facilities for disabled children within the Aiming High agenda

- Co-location premises for family support

Post 16 education including higher education: Penzance College is the main facility in the Penzance & Newlyn area for both further and higher education. It has recently undergone substantial refurbishment and some expansion in terms of higher education.

Water Supply: Residents in the Penzance & Newlyn area fall under the Colliford Strategic Supply Area. Generally, the proposed levels of growth are able to be accommodated within existing clean water supply systems.

Sewage: Waste water treatment works for Penzance & Newlyn are located at Hayle. There are already some hydraulic overload issues throughout the urban area with the exception of Long Rock and Marazion. Development in this area adds to the need for upgrades to the works at Hayle.

Gas: Properties in Penzance & Newlyn have access to a mains gas supply network. Information is currently unavailable on how the proposed levels of growth will impact on gas supply, and further work is underway.

Drainage and Flood Risk & Mitigation: In terms of drainage, flood risk & mitigation, the following studies/works are proposed or planned:

- Tidal studies for Newlyn and Penzance Wherrytown & Harbour
- Long Rock revetment extension east and west
- Penzance Promenade refurbishment

The Council is continuing to work with the Environment Agency and South West Water to further assess what flood risk mitigation, surface water drainage, foul drainage and treatment infrastructure would be required.

Electricity: Three 11kV/33kV electricity sub-stations currently serve Penzance & Newlyn, and these are connected via a 33kV line to the 33kV/132kV substation at Hayle which is on the 132kV ring circuit below Indian Queens. This 132kV ring circuit is recognised as requiring replacement and upgrade to a 400kV within the next ten years. Information is currently unavailable on how the proposed levels of growth will impact on electricity supply.

Green Space: Work identifying the quality of publicly accessible green space in Penzance & Newlyn has not been undertaken at this stage. Work is underway to record all green spaces across Cornwall and to produce Cornwall wide standards of provision.

Healthcare: It is estimated that up to 3 additional GPs might be required to cater for the growth in population (i.e. approximately 1 doctor per 1800 people – national standard). There has been investment recently in the Bellair Health Park, and work is required at the West Cornwall Hospital to improve ageing infrastructure. Work is underway to check that the GP surgeries have the physical capacity to provide additional services, or if additional surgeries will be required. Work is also on-going to understand the additional dental services that would be required.

Historic Environment: In terms of the historic environment the following schemes are planned or proposed:

- Ports and Harbours study

- Major Heritage at Risk: St John's Hall, Jubilee Pool, St Claire, Promenade, Registry Office, Library, St Paul's and Richmond Chapel in Penzance and Newlyn Trinity have been identified as being at risk.
- Maritime History

Waste: A new Household Waste Recycling Centre is required in Penzance.

Leisure Facilities: Penzance & Newlyn are not identified as areas that have issues with access to formal leisure services (swimming pools, sports halls, health & fitness facilities, synthetic turf pitches, indoor bowling). Cornwall Council is reviewing its management of Jubilee Pool and this may become a community owned facility.

Regeneration: Proposed schemes include Penzance & Newlyn Masterplans, Newlyn Fishmarket, region of culture project, and start up business space work hub.

Saltash

Fundamental to the future regeneration/growth of the Saltash area will be its supporting infrastructure. Work is on-going to understand the impact of the proposed growth and what mitigation will be required. In the interim we are looking at the implications of up to 3,500 new dwellings being provided (option 1 of 1,000, option 2 of 3,500) – this is unlikely to be the final figure - and in using this figure it will help us plan infrastructure up to or beyond the Core Strategy timeframe.

Transportation: Assessments are being undertaken to assess the impact of the growth proposals on the highway network. This work will assist in identifying where potential problems will occur and will form the basis of developing the transport strategy for Saltash that will support the predicted levels of housing and employment growth.

Saltash is strategically placed on the A38 and is in close proximity to Plymouth. This defines current travel patterns with over 40% of working residents commuting to Plymouth. The Tamar Bridge and Tunnel can experience congestion in peak periods, especially for eastbound traffic, partly due to the toll booths. On the existing network the A38/Stoketon Cross, A388/Stoketon Cross, A38/B271 Liskeard Road junctions and Carkeel Roundabout are shown as at or exceeding capacity at peak times. Traffic and parking along Fore Street has also been identified as an issue.

The modelled impacts of future growth show that in addition to the junctions above, A388 Avery Way is also at capacity. Traffic travelling on the B3271 also causes congestion at the Liskeard Road/New Road/B3271, B3271 New Road/St Georges St/Homer Road and North Road/New Road/Old Ferry Road junctions.

There appears to be little difference in congestion on the network between all three growth options during the afternoon peak despite a significant difference in scale of housing, although the Liskeard Road/New Road/Callington Road junction reaches capacity in the afternoon peak in growth option 1. With the future growth proposed it is likely that congestion on the Tamar Bridge could become a bigger issue with stronger flows travelling to the city but also increased trips westwards from Plymouth attracted by potential employment sites within Saltash. Cornwall Council is working with Plymouth City Council and Tamar Bridge and Ferry Joint Committee to assess the impact of growth on the bridge and tunnel to ensure it is mitigated in the future.

The transport measures that will be brought forward as part of a comprehensive transport strategy for the town will be based on the policies set out in Connecting Cornwall: 2030. Connecting Cornwall is the third Local Transport Plan for Cornwall and sets out a 20 year transport vision to align with the Core Strategy. The overarching principle in Connecting Cornwall is the need to support a switch to more sustainable modes of travel such as bus and walking and cycling thus relieving pressure on the highway network.

In terms of transportation the following intervention measures may be required or are already planned:

- Highway Network - The A38 and A388 Stoketon Cross junctions are likely to require a change in junction type to roundabout or traffic signal control. The A38/B3271 Liskeard Road (from Saltash) and North Road/New Road/Old Ferry Road junctions will require a similar intervention. Expanding the existing roundabout to accommodate partial, part-time or full signalisation could help

provide a solution at Carkeel Roundabout. Measures to separate A38 through movements could also be examined. Liskeard Road/New Road/B3271 may require additional traffic lanes or banning some right turns to reduce the number of conflicting movements. Creation of a one way system through Fore Street/Alexandra Square may be necessary. Work is underway to examine and mitigate the impacts of growth on the Tamar Bridge and Tunnel. Possible measures for the future could include changes in tidal flow.

- Rail - Through the Greater Western refranchise in 2013, a half hourly all day service between Penzance to Exeter will be promoted to ensure that main line links are improved and opportunities to travel by rail are maximised. An upgrade to Saltash station (including parking) would improve opportunities for travel in and out of the town.
- Bus - Encouraging more people to make trips by bus is central to the Connecting Cornwall strategy and will be key to mitigating the impact of growth in the towns. For communities the size of Saltash this could include 15 minute bus services to the most popular destination and half hourly to other key destinations. High quality vehicles, good connections with other modes such as rail and real time information will also form part of the bus network improvements that will support the proposed growth. There has been a long held aspiration for a Tamar bus based Park and Ride with a Transport Hub, possibly located in the Broadmoor Farm area.
- Water – A review of Tamar transport links is underway to maximise future opportunities for improved connectivity with Devon.
- Walking and Cycling - There is an overall aspiration within the Connecting Cornwall 2030 Strategy to improve the quality of our walking and cycling network, providing much better links between employment, schools, town centres, bus and rail stations and other key destinations. There are proposals for walking improvement schemes at Callington Road, Salt Mill, and from Carkeel to the Tamar Valley Industrial Estate in the current Connecting Cornwall programme. In the longer term a Saltash Cycle is proposed. There are proposals by the Highways Agency to provide a footbridge to the north of the town across the A38 near Carkeel. This will provide pedestrian access between the town and the Industrial Estate.
- Demand Management - Supporting a switch from the private car to public transport, walking and cycling will require a review of the parking stock in the towns and particularly the balance of long and short stay spaces. For Saltash creating a balance between employment and housing will be key to minimising congestion in the town and on transport links to Plymouth. Robust residential and employer travel plans will be integral to achieving modal shift.
- The measures set out above will be tested as part of the transport strategy development once the growth levels and locations are confirmed. While solutions could be delivered at the junctions to help mitigate the impact of growth, it will be essential that these are delivered in conjunction with a switch from the private car use to more sustainable forms of transport in order to ensure that conditions do not deteriorate significantly from what is experienced today.

Primary Education: Bishop Cornish CE VA, Brunel CP, Burraton CP and St Stephen's CP are the primary schools serving the Saltash area. They currently have the capacity to accommodate 1,304 pupils. In terms of pupil numbers on roll, Bishop Cornish CE VA and Burraton CP are currently operating at/close to maximum capacity with numbers forecast to remain stable to 2014. St Stephen's CP is currently operating almost 10 places above capacity with pupil numbers predicted to rise – a deficit of 22 places if forecast for 2014. The only school with capacity is Brunel CP which currently

has over 140 surplus places with numbers forecast to rise very slightly to 2014. It is estimated that the proposed development (i.e. 1 primary age pupil per 9 new dwellings) will raise the number of primary school age pupils by up to 390. Although a proportion of these pupils could fill up surplus places – dependent on parental preference and the location of new residential dwellings – it is unlikely that the schools infrastructure as existing will be able to cope with the higher option scale of development proposed. Consequently the Authority will need to identify medium- to longer-term phased expansion options for the town. It should be noted that capital funding will need to be secured.

Secondary Education: saltash.net Community School has the capacity to accommodate 1,348 pupils and currently has no surplus places. In line with the general trend across the county for a fall in secondary pupil numbers, forecasts predict the school could have a surplus of approximately 80 places (6% capacity) by 2014. It is anticipated that pupils generated by the proposed housing development (i.e. 1 secondary age pupil per 9 new dwellings) could be accommodated within existing provision – at least in the short-term - given the trend in falling secondary school rolls. However, longer-term options for expansion may need to be sought once more certainty on the scale and distribution of growth is achieved, and re-locating the current secondary school may need to be considered.

Specialist & Safeguarding: this encompasses special education needs, disability and Inclusion; social work and family support. A need has been identified in the South East of Cornwall (Liskeard & Looe and the Cornwall gateway Community Network Areas) for:

- A Short Stay School
- Play facilities for disabled children
- Co-location hub and spoke facilities
- A contact centre

Water Supply: Residents in the Saltash area fall under the Colliford Strategic Supply Area. Generally, the proposed levels of growth are able to be accommodated within existing clean water supply systems.

Sewage: A waste water treatment work for Saltash is located in Ernesettle (Plymouth). There are saline infiltration issues in Saltash. If the lower levels of growth went ahead the current infrastructure could cope. If the larger, higher growth options were proposed significant new investment would be required in terms of a new pumping station and bridge crossing to Ernesettle or a new waste water treatment works being developed at Saltash. There is a need to build in long lead in times in order that planning be approved, funding agreed etc.

Gas: Properties in Saltash have access to a mains gas supply network. Information is currently unavailable on how the proposed levels of growth will impact on gas supply, and further work is underway.

Drainage and Flood Risk & Mitigation: In terms of drainage, flood risk & mitigation, the following studies/works are proposed or planned:

- Saltash tidal study

The Council is continuing to work with the Environment Agency and South West Water to further assess what flood risk mitigation, surface water drainage, foul drainage and treatment infrastructure would be required.

Electricity: One 11kV/33kV electricity sub-station is currently located at Saltash Whity Cross, and this is connected via a 132kV line to the main 400kV line at Landulph sub station. Information is currently unavailable on how the proposed levels of growth will impact on electricity supply.

Green Space: Work identifying the quality of publicly accessible green space in Saltash has not been undertaken at this stage. Work is underway to record all green spaces across Cornwall and to produce Cornwall wide standards of provision.

Healthcare: It is estimated that up to 4 additional GPs might be required to cater for the growth in population (i.e. approximately 1 doctor per 1800 people – national standard). Work is underway to check that the GP surgeries have the physical capacity to provide additional services, or if additional surgeries will be required. Work is also on-going to understand the additional dental services that would be required.

Historic Environment: In terms of the historic environment the following schemes are planned or proposed:

- Urban Grant scheme for Saltash

Emergency Services: the police inquiry office in Saltash is being considered for closure. The current ambulance station should be able to cope with lower levels of growth but higher levels would require the station to be re-located – and the Ambulance Service is happy to investigate a co-location opportunity.

Leisure Facilities: Saltash is not identified as an area that has issues with access to leisure services (swimming pools, sports halls, health & fitness facilities, synthetic turf pitches, indoor bowling).

Regeneration: development of Saltash Parkway Phase 2 and regeneration of the waterfront, Fore Street/Alexandra Square and the creation of a new ferry hub. Enhancements at Saltash Station to improve this 'gateway' into Cornwall.

Waste: if lower levels of growth are proposed there may be a need for a new Household Waste Recycling Centre – if higher levels were proposed it would definitely be needed.

St Austell, St Blazey, Fowey & Lostwithiel and China Clay (whole CNA)

Fundamental to the future regeneration/growth of the St Austell, St Blazey, Fowey & Lostwithiel, and the China Clay areas will be their supporting infrastructure. Work is on-going to understand the impact of the proposed growth and what mitigation will be required. In the interim we are looking at the implications of up to 8,350 new dwellings being provided – this is unlikely to be the final figure - and in using this figure it will help us plan infrastructure up to or beyond the Core Strategy timeframe.

Transportation: Assessments are being undertaken to assess the impact of the growth proposals on the highway network. This work will assist in identifying where potential problems will occur and will form the basis of developing the transport strategy for St Austell and the China Clay Area that will support the predicted levels of housing and employment growth. The proposed levels of growth for these towns indicate that a number of junctions would be under increased pressure from what is currently experienced both on the A390 and the A391.

A 'call for sites', made in the development of the St Austell, St Blazey and China Clay Area Regeneration Plan, brought forward a number of proposals from developers. These were used to inform the development of possible scenarios which were then tested in the traffic model. The effects on the network are specific to the scenarios modelled, as firmer proposals come forward specific modelling will show the need to bring forward the infrastructure improvements identified.

The traffic impacts of the proposed development levels have been assessed by adding the Core Strategy growth to existing demand. Committed developments (*e.g.* The Beach at Carlyon Bay) have been individually modelled, but other development is added through sub-divisions identified in the Core Strategy. The need for the infrastructure provision identified may be prompted by one or more developments, depending on the nature and location of those that come forward.

The transport measures that will be brought forward as part of a comprehensive transport strategy for the town will be based on the policies set out in Connecting Cornwall: 2030. Connecting Cornwall is the third Local Transport Plan for Cornwall and sets out a 20 year transport vision to align with the Core Strategy. The overarching principle in Connecting Cornwall is the need to support a switch to more sustainable modes of travel such as bus, and walking and cycling thus relieving pressure on the highway network.

In terms of transportation the following intervention measures may be required or are already planned:

- Highway network: The Council is preparing proposals for a diversion of the A391 at West Carclaze. This relieves and improves junctions that would otherwise form a bottleneck to development locally or in St Austell. Other significant improvements around St Austell are identified as: Trewoon Bypass; Penwinnick Bypass; Mt Charles Roundabout; Carclaze Roundabout; Slades Rd/Polkyth Rd junction; Blackpool Access Roads; A391 St Austell to the A30 Link Road.
- Rail – St Austell and Par provide mainlines services to London, with Par being a terminus of the Newquay Branch Line. Through the Greater Western refranchise in 2013, a half hourly all day service between Penzance to Exeter will be promoted to ensure that main line links are improved and opportunities to travel by rail are maximised. The mid-Cornwall Rail Study is investigating

- the through running of trains between Newquay and Falmouth. Improvements are planned at St Austell Station to make it fully accessible to disabled persons.
- Bus – Encouraging more people to make trips by bus is central to the Connecting Cornwall strategy and will be key to mitigating the impact of growth in the towns. In larger towns such as St Austell this will include 10 minute frequency services to key destinations. Wide ranging improvements to shelters in the area are proposed as part of an initiative that will also see real time information introduced throughout the area. Good connections with other modes such as rail and will also form part of the bus network improvements that will support the proposed growth. Major development proposals will be expected to support these initiatives through other services improvements. At a more strategic level the construction of park and ride sites to the east and north of St Austell has been identified as practical; a further study is investigating the economic viability of these and other sites. The potential for 'pocket park and ride' sites, using existing private car parking stock on bus routes, is being investigated.
 - Walking and cycling – Enhancement to the existing network have been identified in a Cycling and Walking Strategy. The network will also include the provision of cycle parking at key locations within the town. The network is expected to deliver real advantages over the use of the car for short local trips by being convenient, direct and comfortable, therefore encouraging greater uptake for commuting and leisure purposes. Proposals for the A391 West Carclaze Diversion include a bridge to carry the National Cycle Network.
 - Demand management – The St Austell, St Blazey and China Clay Area Regeneration Plan includes a target of 50% of trips to be made by sustainable mode, supporting a switch from the private car to public transport, walking and cycling. Robust residential and employer travel plans will be integral to achieving modal shift.

The measures set out above will be tested as part of the transport strategy development once the growth levels and locations are confirmed. While solutions could be delivered at the junctions to help mitigate the impact of growth, it will be essential that these are delivered in conjunction with a switch from the private car use to more sustainable forms of transport in order to ensure that conditions do not deteriorate significantly from what is experienced today.

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Primary Education: there are twenty nine primary schools serving this area. They currently have the capacity to accommodate about 5770 pupils. It is estimated that the proposed development (i.e. 1 primary age pupil per 9 new dwellings) will potentially raise the number of primary school age pupils by about 930. A number of options are being considered to resolve issues relating to capacity in this area, and these include the possible expansion of accommodation at the Sandy Hill Academy, Nanpean Community Primary School, Bugle Community Primary School, Charlestown Community Primary School, Whitemoor Community Primary School, and Indian Queens Community primary School. To meet proposed levels of housing growth additional schools will need to be provided and options currently proposed are for a 1 form entry school on the St Austell northern expansion site, a one form entry school on the Baal/West Carclaze eco community site, and a one form entry school on the Blackpool eco community site (with secondary school).

Secondary Education: is provided by Brannel School, Penrice Community College, Poltair Community School and Sports College, and Fowey Community College. They currently have the capacity to accommodate about 4030 pupils. It is anticipated that

the proposed housing development (i.e. 1 secondary age pupil per 9 new dwellings) could potentially raise the number of secondary school age pupils by about 930. A number of options are being considered to resolve issues relating to capacity in this area, and these include the provision of a new 750 pupil secondary school at Blackpool which would include a one form entry primary school.

Specialist & Safeguarding: this encompasses special education needs, disability and Inclusion; social work and family support. A need has been identified to:

- Replace the Restormel Short Stay School
- Provide an outdoor short stay school
- Replace the existing provision of a nurture unit at Biscovey

Water Supply: Residents in this area fall mainly under the Colliford Strategic Supply Area. Improvements are required to ensure reliable output from the Restormel Water Treatment Works. Generally, the proposed levels of growth are able to be accommodated within existing clean water supply systems, although it is likely that there will need to be some rationalisation of service water reservoirs in the area together with a new main and link mains to the new developments.

Sewage: A number of waste water treatment works are located throughout the area. Upgrades to waste water treatment works have been identified as required at Menagwyns and Par Moor Road, as well as improvements to the waste water treatment system in the Carlyon Bay area. Funding has been made available to evaluate waste water needs for the five eco communities' sites and this is underway, and there is an identified requirement for offsite drainage and additional sewers on the initial pilot site. Luxulyan waste water treatment works has capacity to cope with at least the earlier phases of the eco communities development.

Gas: Many urban properties in the area have access to a mains gas supply network. An upgrade to capacity at Indian Queens and St Blazey is required. Information is currently unavailable on how the proposed levels of growth will impact on gas supply for the whole area, and further work is underway.

Drainage and Flood Risk & Mitigation: In terms of drainage, flood risk & mitigation, the following studies/works are proposed or planned:

- Mevagissey harbour Victoria Pier refurbishment
- Pentewan Beach Management Plan and culvert improvements
- Drainage improvements at Tregrehan, St Austell Bay Parish, Duporth Bay.
- River erosion and flooding issues for the White River and Sandy River
- Par Bay Coastal Management Strategy
- Station Road, St Blazey drainage scheme
- Mevagissey fluvial and tidal works
- Fowey FAS
- Lostwithiel – Tanhouse Stream and Tidal

The Council is continuing to work with the Environment Agency and South West Water to further assess what flood risk mitigation, surface water drainage, foul drainage and treatment infrastructure would be required.

Electricity: the majority of properties in the area have access to the 275kV/400kV main line ring circuit into Cornwall. This main ring circuit needs upgrading west of Indian Queens. Information is currently unavailable on how the proposed levels of growth will impact on electricity supply.

Green Space: Work identifying the quality of publicly accessible green space in the area has not been undertaken at this stage. Work is underway to record all green spaces across Cornwall and to produce Cornwall wide standards of provision. Allotments are required at Fraddon, Treverbyn, St Austell, St Blaise, and St Stephen; new play equipment required at Indian Queens Recreation Ground, Fraddon Millenium Green, Thomas Playing Field, Tywardreath; open space required at Fraddon and Goonsbarrow, Bugle; an extension to the skate park at Bugle, improvements to skate park at Par, and a new skate park at Fraddon.

Healthcare: It is estimated that up to 11 additional GPs might be required to cater for the growth in population (i.e. approximately 1 doctor per 1800 people – national standard). Work is underway to check that existing GP surgeries have the physical capacity to provide additional services, or if additional surgeries will be required - early indications are that that an additional 3,900 patients could be accommodated in existing practices (excluding Polkyth). Work is also on-going to understand the additional dental services that would be required.

Historic Environment: In terms of the historic environment the following schemes are planned or proposed:

- Major heritage at risk- Carlyon Farm Drys, other isolated chimneys/drys, Chapel Mill Tregargus, Menador, Hensbarrow, St Blazey Engine Sheds, Duchy Palace, Par Docks, Charlestown Leat, St Austell Market House, Charlestown Chapel, Charlestown Harbour, Pentewan Harbour, St Austell Townscape, and the Civil War Battle sites at Tuwardreath.
- Luxulyan Valley Management Plan and condition survey of the Viaduct.

Waste: A new Cornwall Energy Recovery Centre is proposed for development in the area.

Emergency Services: the provision of a new police station is being considered at the West Carclaze/Baal site.

Leisure Facilities: this area is not currently identified as an area that has issues with access to leisure services (swimming pools, sports halls, synthetic turf pitches, health & fitness facilities, indoor bowling). Improvements have been identified as being needed to the Sports Pavilion for Nanpean Football Club, and new pavilion and changing rooms is required at Foxhole Football Club. Expansion and upgrade is required at Polkyth Leisure Centre, the development of additional health & fitness facilities are required in St Austell, as is the development of an indoor bowling green, and new playing pitches and synthetic turf pitches in the St Austell area.

Community Facilities: improvements have been identified as needed for the Clay TAWC building at St Dennis, Indian Queens Victory Hall, Fraddon Village Hall, Coombe Sunday School, St Stephen Scout Hut, Gainsborough Park Community Centre at Foxhole, Tywardreath Village Hall and Roche Victory Hall. New community space required in St Enoder, Bugle and Treverbyn for youth groups, and at Indian Queens Pit. Mobile library services are needed in Pentewan. A Foyer scheme is required in the St Austell area.

Regeneration: schemes include the development of work hubs at West Carclaze, provision of employment, education and research space in the Eco Communities, completion of Indian Queens Industrial Estate, etc..

Burial Capacity: there is some concern locally about capacity for burial and crematoria capacity. Work is underway to assess burial capacity across Cornwall and this is likely to be concluded by the end of 2011. The Cornwall Council cemetery at Treverbyn has been identified as possibly reaching capacity before 2030. Capacity for crematoria is considered to be able to cope with demand for the whole of the CS timeframe (i.e. to 2030)

St Ives & Carbis Bay

Fundamental to the future regeneration/growth of the St Ives & Carbis Bay area will be its supporting infrastructure. Work is on-going to understand the impact of the proposed growth and what mitigation will be required. In the interim we are looking at the implications of 700 new dwellings being provided – this is unlikely to be the final figure - and in using this figure it will help us plan infrastructure up to or beyond the Core Strategy timeframe.

Transportation: Assessments are being undertaken to assess the impact of the growth proposals on the highway network. This work will assist in identifying where potential problems will occur and will form the basis of developing the transport strategy for Hayle and St Ives that will support the predicted levels of housing and employment growth.

The proposed levels of growth for these towns indicate that a number of junctions would be under increased pressure from what is currently experienced at Loggans Moor and North Quay. Additional parking and congestion pressures are experienced especially in St Ives by visitors during key visitor months.

With the levels of growth proposed, problems would occur at the B3301 through Hayle (Carwin Rise, North Quay), the A3074 through St Ives (Porthrepta Road and Higher Tregenna) and A30 St Erth. Recommendations from the Shoreline Management Plan (related to projected sea level rise) would also require consideration for the managed retreat from the Causeway/Griggs Quay at the west of Hayle by 2025.

The transport measures that will be brought forward as part of a comprehensive transport strategy for the towns will be based on the policies set out in Connecting Cornwall: 2030. Connecting Cornwall is the third Local Transport Plan for Cornwall and sets out a 20 year transport vision to align with the Core Strategy. The overarching principle in Connecting Cornwall is the need to support a switch to more sustainable modes of travel such as bus and walking and cycling thus relieving pressure on the highway network.

In terms of transportation the following intervention measures may be required or are already planned:

- Highway network - Initial mitigation measures have been considered to ease the predicted pressure at the junctions indicated above. These include, additional lanes on the Carwin rise double-mini roundabout and a change to traffic signal control or roundabout at North Quay, Porthrepta Road and Higher Tregenna. The existing roundabout at St Erth could be improved through signalisation to create gaps for vehicles from A3074 and The Causeway. Also provision of a grade separated junction to provide access to the A30 from the B3302 near Tolroy, so traffic does not have to come through Hayle.
- Rail – Station enhancements at Hayle to improve facilities and access are being considered to improve opportunities for rail travel to and from the town. Through the Greater Western refranchise in 2013, a half hourly all day service between Penzance to Exeter will be promoted to ensure that main line links are improved and opportunities to travel by rail are maximised. St Ives has a good rail link from St Erth, which is well used during the summer and will benefit further from proposals for half hourly services on the mainline. The proposed Park and Ride at St Erth will have a considerable impact on the issues of seasonal traffic congestion in the town.

- Bus - Good public transport links currently exist between Hayle and St Ives and Carbis Bay, settlements in rural areas and to other key urban destinations, which we want to build upon with the transport strategies for the towns. Encouraging more people to make trips by bus is central to the Connecting Cornwall strategy and will be key to mitigating the impact of growth in the towns. For communities the size of Hayle and St Ives this could include 15 minute bus services to the most popular destination and half hourly to other key destinations. High quality vehicles, good connections with other modes such as rail and real time information will also form part of the bus network improvements that will support the proposed growth.
- Walking and cycling – Hayle already boasts a healthy walking and cycling population due in part to its gentle topography and the short distances involved in moving around the centre. The National Cycle Network Route 3 (Cornish Way) also travels through the town hugging the shoreline. Greater priority for pedestrians and cyclists and improvements to the town network by constructing resilient and well connected links between and through existing and new residential developments to services, school's, the hospital and train station and visitor attractions will encourage people to travel more actively. Further dedicated provision for pedestrians and cyclists towards the St Erth Station Transport Interchange and for users of the South West Coast Path towards Lelant and Carbis Bay will also improve the conditions for more vulnerable road users in St Ives by helping combat congestion in the popular summer months and increase opportunities to access education and employment.
- Demand management – Supporting a switch from the private car to public transport, walking and cycling will require a review of the parking stock in the towns and particularly the balance of long and short stay spaces. For St Ives, reviewing the location and balance of long stay parking to help support a reduction in traffic through the town, supported by the St Erth Park and Ride will be a key issue. Robust residential and employer travel plans will be integral to achieving modal shift.

The measures set out above will be tested as part of the transport strategy development once the growth levels and locations are confirmed. While solutions could be delivered at the junctions to help mitigate the impact of growth, it will be essential that these are delivered in conjunction with a switch from the private car use to more sustainable forms of transport in order to ensure that conditions do not deteriorate significantly from what is experienced today.

Primary Education: St Ives Junior, St Ives Infant and St Uny are the primary schools serving St Ives & Carbis Bay. They currently have the capacity to accommodate 660 pupils. It is estimated that the proposed development (i.e. 1 primary age pupil per 9 new dwellings) will raise the number of primary school age pupils by about 80. The local authority's pupil population forecasts indicate a falling number on roll at the schools with a combined surplus of 70 places anticipated for 2014. Consequently in the short term there is capacity within the primary schools to accommodate some development. A review of capacity for the longer term will be undertaken once growth proposals for the area are identified.

Secondary Education: St Ives School is the secondary school serving the town and has a capacity to accommodate 750 pupils. It is estimated that the proposed development (i.e. 1 secondary age pupil per 9 new dwellings) will raise the number of secondary school age pupils by about 80. In line with the general trend across the county for a fall in secondary pupil numbers, forecasts predict that the school should

be able to accommodate the additional pupils within existing provision in the short term. A review of capacity for the longer term will be undertaken once growth proposals for the area are identified.

Specialist & Safeguarding: this encompasses special education needs, disability and Inclusion; social work and family support. A need has been identified in the ex Penwith area for:

- A nurture unit to support children with challenging behaviour at Key Stages 1 and 2
- A resource base to support children with severe and complex learning difficulties at Key Stages 2, 3 and 4
- Support for hearing impaired children
- New play facilities for disabled children within the Aiming High agenda
- Co-location premises for family support
- Replacement of St Ives Youth Centre which is too small and no longer fit for purpose.

Water Supply: Residents in the St Ives & Carbis Bay area fall under the Colliford Strategic Supply Area. Generally, the proposed levels of growth are able to be accommodated within existing clean water supply systems.

Sewage: Waste water treatment works for St Ives & Carbis Bay are located outside of the town at Hayle. There are a number of hydraulic overloads already in existence in the St Ives & Carbis Bay area, together with some saline infiltration issues. Sewers drain to Hayle (main works) and the level of growth proposed in the area would mean some upgrading at these works but there is room to accommodate this.

Gas: Properties in St Ives & Carbis Bay have access to a mains gas supply network. Information is currently unavailable on how the proposed levels of growth will impact on gas supply, and further work is underway.

Drainage and Flood Risk & Mitigation: In terms of drainage, flood risk & mitigation, the following studies/works are proposed or planned:

- Sea Wall improvements at Pednolva Walk and Wharf Road
- Sloop Slipway Demountable flood defences
- SUDS scheme in a car park at St Ives
- Stennack Stream

The Council is continuing to work with the Environment Agency and South West Water to further assess what flood risk mitigation, surface water drainage, foul drainage and treatment infrastructure would be required.

Electricity: A 11kV/33kV electricity sub-stations currently serves St Ives & Carbis Bay and this is connected via a 33kV line to the 33kV/132kV substation at Hayle which is on the 132kV ring circuit below Indian Queens. This 132kV ring circuit is recognised as requiring replacement and upgrade to a 400kV within the next ten years. Information is currently unavailable on how the proposed levels of growth will impact on electricity supply. The Council is also working on exploring opportunities to deliver decentralised renewable or low carbon energy sources to both existing and proposed developments. Large proposals in St Ives and Carbis Bay will be considered within this context.

Green Space: work on a green infrastructure (GI) assessment is underway for St Ives and Carbis Bay as part of the Framework Plan. This study will identify important green links within and around the town and enhancements to important habitats. The

study will identify the quality of publicly accessible green space in St Ives and Carbis Bay including the amount of sports pitches and play space. The quality of the existing facilities may need to be improved whilst providing additional space to cater for the future growth in population. Work is underway to record all green spaces across Cornwall and to produce Cornwall wide standards of provision.

Healthcare: It is estimated that up to 1 additional GPs might be required to cater for the growth in population (i.e. approximately 1 doctor per 1800 people – national standard). Work is underway to check that the GP surgeries have the physical capacity to provide additional services, or if additional surgeries will be required. Work is also on-going to understand the additional dental services that would be required. The aspiration for an outreach surgery in Carbis Bay has been previously raised by the community.

Leisure Facilities: St Ives & Carbis Bay are not identified as areas that have issues with access to the majority of formal leisure services (swimming pools, sports halls, health & fitness facilities, synthetic turf pitches) but access to indoor bowling facilities has been identified as an issue.

Regeneration: Proposed schemes include Porthmeor Studios and start up business space work hub.